

# **Addendum to Archeological Survey Report- Maritime Archaeology**

**(SFOBB)San Francisco-Oakland Bay Bridge East Span  
Seismic Safety Project**

**August 17, 2000**

**This Memorandum Report was  
Prepared for:  
Janet Pape, Archeology Manager/Caltrans**

**Prepared by:  
Jim Allan of William Self Associates**



## Memorandum

date: August 17, 2000

to: Janet Pape, Archaeology Manager

from: James M.Allan

re: Addendum to SFOBB Archeological Survey Report-Maritime Archeology

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Dear Janet,

Per our telephone conversations, I reexamined the side scan sonar records of the remote sensing survey of Clipper Cove that we conducted in April 1999. There is no evidence in the sonar records of any pilings or debris associated with the pier depicted in the ca. 1945 aerial photograph that you recently provided (Photo 1). In examining the track plots of the survey, I determined that the position of the towed side scan sonar sensor and the width of the beam swath was sufficient to survey to within approximately 40 meters of the shoreline. The shallowness of the water closer to shore precluded a closer investigation.

A pedestrian survey of the shoreline in the location of the former pier revealed the presence of three concrete abutments situated at the high water mark and a series of concrete pile stubs arrayed along the shoreline, parallel to the waterline (Figures 1 and 2; Photos 2 and 3). The pile stubs appeared to be approximately 24-inches square.

One square concrete block, larger than the concrete piers, was situated slightly offshore. An iron eyebolt or loop is embedded in its upper surface (Photo 4). As the survey was conducted during a period of low tide, it was possible to observe two submerged objects that may be the remains of two more concrete piers, although the marine growth covering them and their distance offshore obviated a positive identification (Photo 5). In addition, a narrow concrete trackway or trough was observed at the eastern end of the pier feature. Its ends extend into the water but from the shoreline it was not possible to determine to what extent (Photo 6).

The close spacing of the concrete piers observed onshore and the apparent lack of continuity of the arrangement into the waters of the Cove, combined with the absence of

any acoustic evidence of their presence underwater, suggests that there are no submerged remains of the pier depicted in Photo 1. However, such remains may be present beneath the bottom sediments and not visible in the acoustic data collected during the survey. Although I consider it unlikely, the possibility

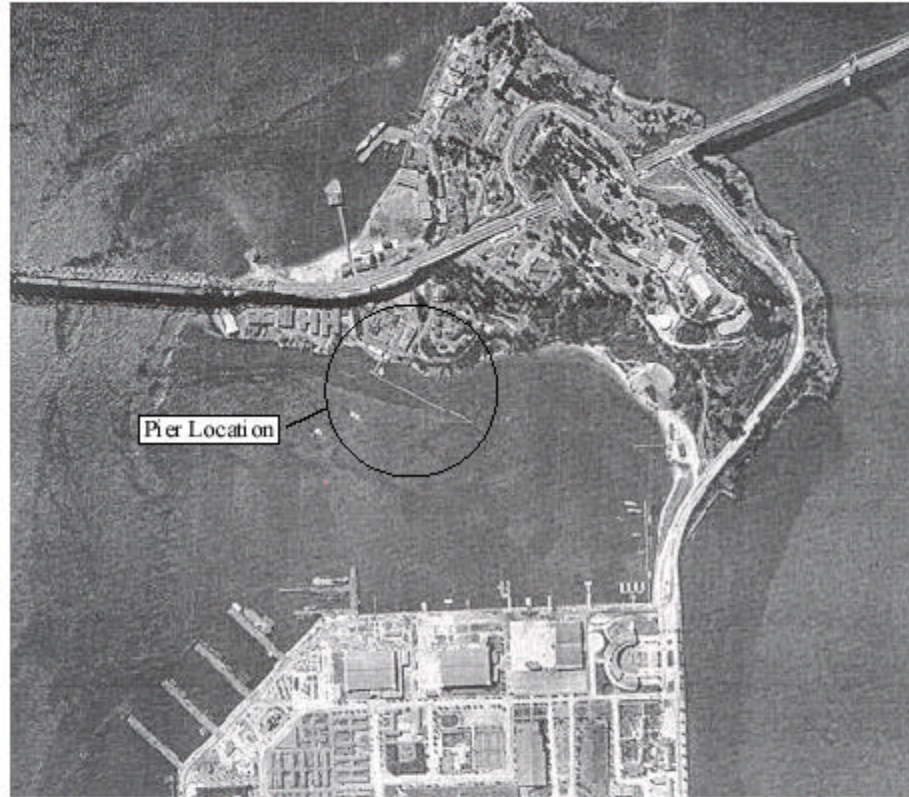
exists that remains of the pier may lie buried beneath the bottom sediments and I suggest that project subcontractors plan accordingly.

I am including a portion of the Oakland West 7.5 minute topographic quad as Figure 1. Depicted on the map are the locations of various elements of the pier feature as described in Figure 2, along with the corresponding latitude and longitude (NAD27).

Please let me know if you need anything further or have any questions on the enclosed.

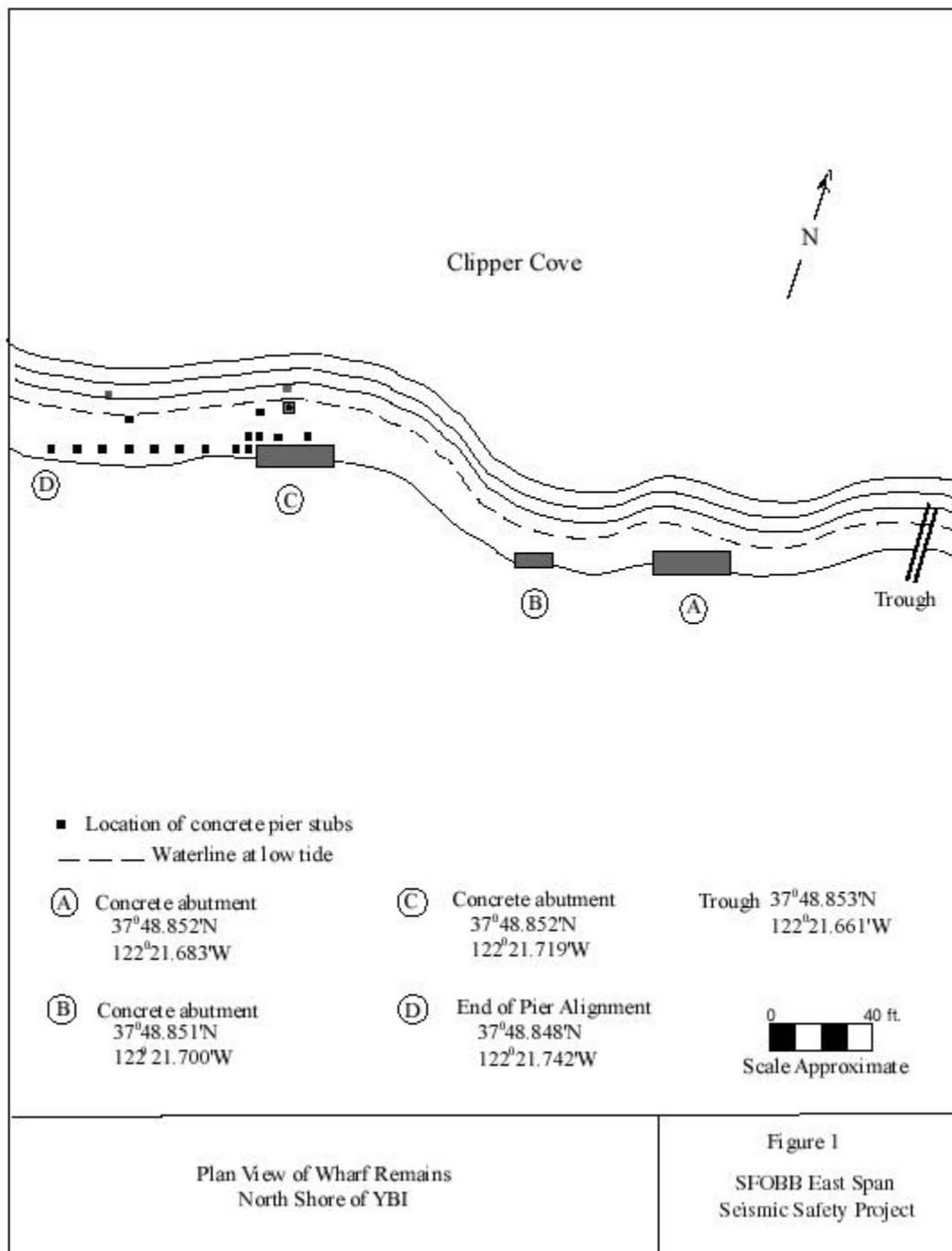
Sincerely,

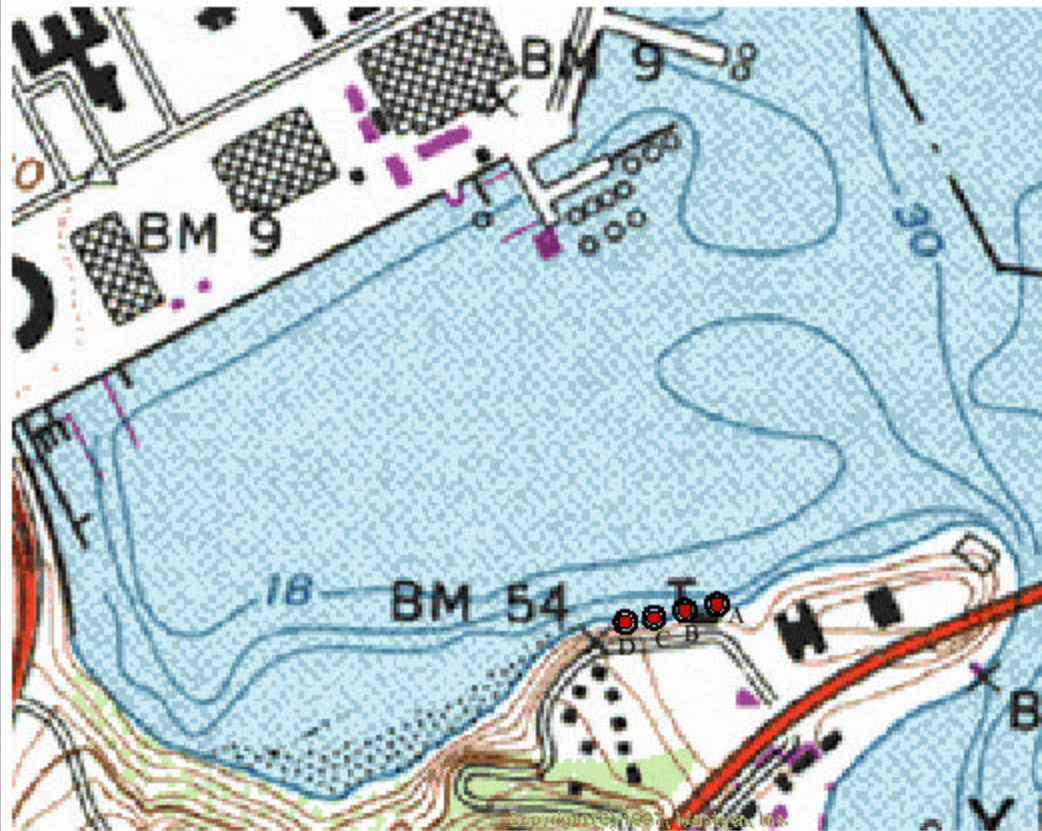
James M.Allan  
Senior Associate



Clipper Cove, ca. 1945  
(Photo courtesy of Caltrans, District 4)

Photo 1  
SFOBB East Span  
Seismic Safety Project





- |                                 |                                 |
|---------------------------------|---------------------------------|
| A ● 37°48.852'N<br>122°21.683'W | C ● 37°48.852'N<br>122°21.719'W |
| B ● 37°48.851'N<br>122°21.700'W | D ● 37°48.848'N<br>122°21.742'W |

Location of Wharf Remains

Figure 2  
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Photo 2: Concrete Pile Array. View West



Photo 3: Concrete Abutment (One of Three). View Southwest

Photos 2 and 3

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Photo 4: Concrete Block. View Northwest



Photo 5: Possible Submerged Concrete Pile. View Northwest

Photos 4 and 5

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Concrete Trackway or Trough. View Northeast

Photo 6

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